

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 7110.534

**Effective Date:**  
October 1, 2010

**Cancellation Date:**  
March 10, 2011

**SUBJ:** Confidence Maneuver and No Radio (NORDO)

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- 1. Purpose of This Notice.** This notice adds definitions of “confidence maneuver” and “NORDO” to the Pilot/Controller Glossary (PCG). It also adds confidence maneuver as a reason for issuing a vector.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal Services, and System Operations Services; the ATO Office of Safety; and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** The notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).

**4. Procedures.**

- a. Add the following definitions to the PCG to read as follows:

**CONFIDENCE MANEUVER** - A confidence maneuver consists of one or more turns, a climb or descent, or other maneuver to determine if the pilot in command (PIC) is able to receive and comply with ATC instructions.

**NORDO (No Radio)** - Aircraft that cannot or do not communicate by radio when radio communication is required are referred to as “NORDO.”

- b. Change Paragraph 5-6-1, Application, to read:

**5-6-1. APPLICATION**

Vector aircraft:

- a. In controlled airspace for separation, safety, noise abatement, operational advantage, confidence maneuver, or when a pilot requests. Allow aircraft operating on an RNAV route to remain on their own navigation to the extent possible.

No further changes to the paragraph.

- 5. Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, and System Operations Services; the ATO Office of Safety; Office of the Service Center; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
- 6. Background.** As directed by the Chief Operating Officer of the Air Traffic Organization, a multidisciplinary team was convened to analyze how air traffic control operations used for NORDO aircraft can be improved. The team reviewed the procedures pertaining to losing two-way

communication, establishing communication, and the transferring communication. Adding definitions for both “confidence maneuver” and “NORDO” are two of several action items that the Senior Vice President for Operations has approved for implementation.



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**7-16-10**

Date Signed